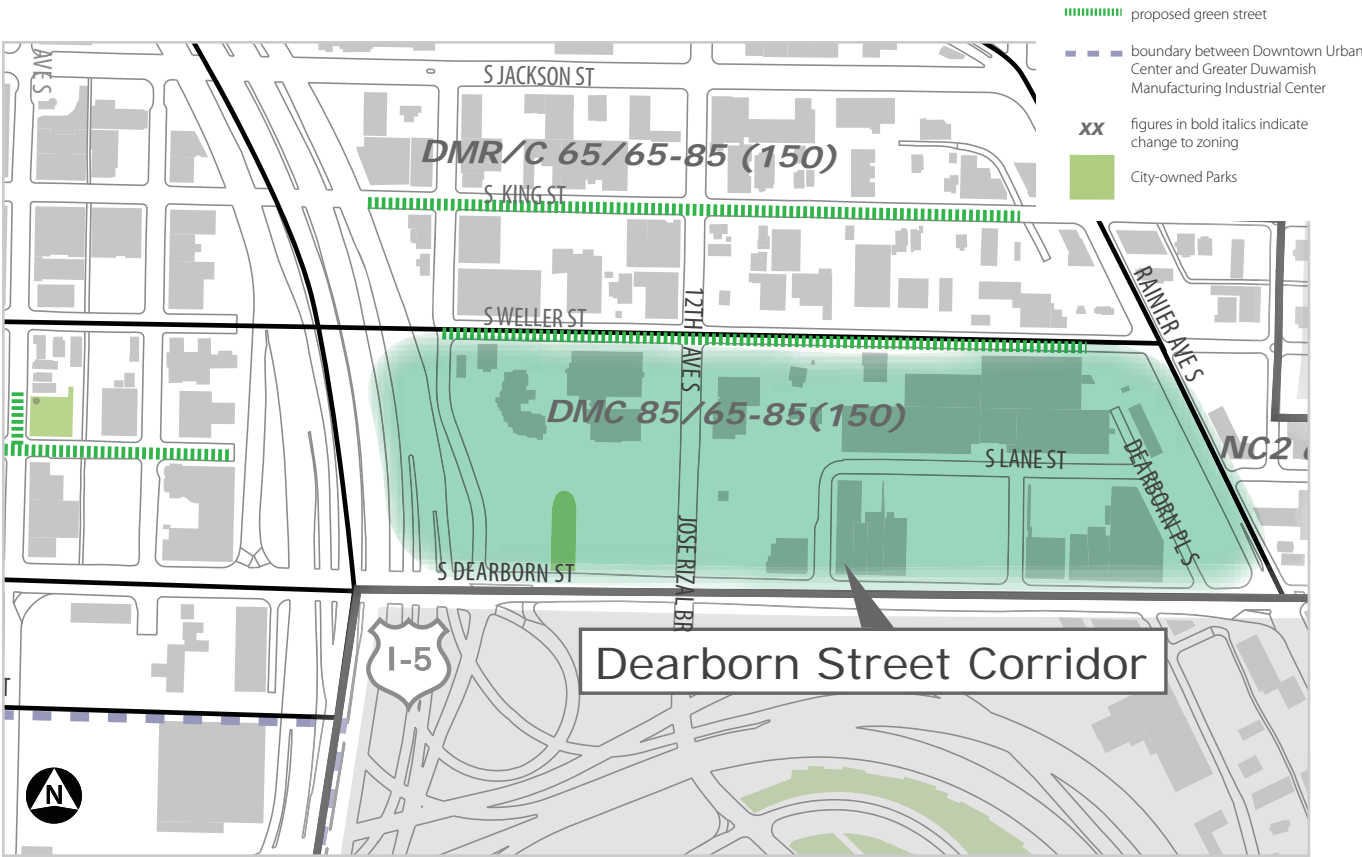


# DEARBORN CORRIDOR

*This chapter addresses the area of land south of Little Saigon, east of Interstate 5, north of S. Dearborn Street, and west of Rainier Avenue S.*

Property in this area is significantly sloped as result of the Jackson Regrade which removed nearly 108 feet in height of earth from First Hill-Beacon Hill between 1907 and 1910. South Dearborn Street defines the southern edge of this area and carries significant vehicle volumes, including freight and



delivery trucks traveling between Interstate 5 and the Rainier Valley. Seattle Department of Transportation is engaged in planning improvements for S. Dearborn Street. The Jose Rizal Bridge provides passage for 12th Avenue S. to and from Beacon Hill. Interstate 90 is located immediately south.

## EXISTING ZONING

East of the Jose Rizal Bridge, current zoning is Industrial Commercial (IC 65). The area includes office, light industrial, single family and sales uses. Seattle Goodwill Industries owns several large parcels that are the former site of a proposed large mixed-use/shopping center project that was abandoned due to economic uncertainties, in the first quarter of 2009. A contract rezone was approved for these properties contingent upon implementation of the development project. Without the project, zoning will revert to the underlying IC 65 zone.

West of the bridge, adjacent to Interstate 5, the area is zoned general Commercial (C1 65). To the north of the undeveloped S. Lane Street right-of-way, over 100,000 square feet of land is home to affordable housing and social service uses. A steep slope south of S. Lane Street includes Seattle Parks Department vacant property, undeveloped right-of-way, and privately owned vacant land.

Like the DMR zone, the DMC zone to date has been applied only around the edges of the Downtown office and retail cores. For this reason, the rezone criteria for the DMC zone are recommended to be amended in addition to new FAR limits for this area.

A description of existing zone designations can be found on page 59 of this report.

## OBJECTIVES FOR FUTURE LAND USE

1. Offer flexibility for a broad range of commercial and residential uses;
2. Allow continuation of existing uses, and provide allowances to address short-term parking needs so long as the pedestrian environment is supported;
3. Protect the character of smaller scale commercial uses in Little Saigon to the north from future large-scale retail in this area;
4. Improve pedestrian access and the street-level pedestrian environment as development occurs over time.

## PROPOSED ZONING

Several zones were analyzed as part of the Livable South Downtown EIS and the rezone analysis beginning on page 109 of this report.



## PROPOSED DOWNTOWN MIXED COMMERCIAL (DMC) ZONE

### DMC 85/65-85 (150)

The Downtown Mixed Commercial (DMC) zone with amended height and density limits is recommended to be applied to the Dearborn Corridor. The DMC zone will increase allowed density of commercial uses in a part of Little Saigon near S. Dearborn Street, while also accommodating unlimited residential density in buildings up to 150 feet in height.

Recommendations include:

### Height

- Base height for nonresidential uses: 85 feet
- Base height for residential use: 65 feet (not allowed under existing IC zone)
- Maximum height residential uses through participation in incentive zoning programs and with implementation of a mid-block corridor: 150 feet

### Density Limits

- Base nonresidential floor area ratio (FAR) limit: 3 (2.5 under existing IC zone)
- Maximum nonresidential FAR through participation in incentive zoning: 5
- Residential uses: unlimited density (regulated by height)

### Pedestrian Character

- Exempt street level commercial uses from FAR limits to facilitate the development of pedestrian-oriented street-level retail uses.
- Designate all streets, except the S. Weller green street, as Class II pedestrian streets. The Class II pedestrian designation identifies pedestrian-oriented standards that address façade heights and transparency, and minimize blank walls.
- Require sidewalk widths of 15' along S. Dearborn Street.



Goodwill Industries



Goodwill Community Learning Center

Uses

- Recycling uses are proposed to be allowed in this area in order to allow the expansion of Seattle Goodwill Industries in the future
- In order to limit the impact of larger retail uses on smaller commercial uses located north of the proposed DMC zone, a special provision is proposed to limit parking access and loading facilities for retail uses greater than 25,000 square feet (50,000 square feet for grocery stores) from the proposed S. Weller Street green street. However, the Director of DPD may allow such features within 300 feet of Rainier Ave. S. if no feasible alternative is available, and if the feature is designed to minimize impacts on pedestrian use of the green street.
- Short term parking in downtown zones is generally limited to 1 space per 1,000 square feet of commercial floor area. However, Seattle Goodwill Industries has requested greater allowance for short-term parking to permit their existing 200-space parking lot to be moved to another lot or to be expanded, or to allow consideration of additional short-term parking associated with future commercial redevelopment. The proposal is to allow parking in excess of 1/1,000 square feet through a special exception process. The criteria that would be used to evaluate whether to grant a special exception to exceed parking maximums are shown in the box to the right.

Special Exception to Allow Parking to Exceed 1 space per 1,000 square feet of nonresidential use (Section 23.49.019.C of the Land Use Code, underlined sections indicate proposed addition to criteria):

“...The Director shall consider evidence of parking demand and alternative means of transportation, including but not limited to the following:

- a. Whether the additional parking will substantially encourage the use of single occupancy vehicles;
- b. Characteristics of the work force and employee hours, such as multiple shifts that end when transit service is not readily available;
- c. Proximity of transit lines to the lot and headway times of those lines;
- d. The need for a motor pool or large number of fleet vehicles at the site;
- e. Proximity to existing long-term parking opportunities downtown which might eliminate the need for additional parking on the lot;
- f. Whether the additional parking will adversely affect vehicular and pedestrian circulation in the area;
- g. Potential for shared use of additional parking as residential or short-term parking.
- h. The need for additional short-term parking to support shopping in the retail core or retail activity in other areas where short-term parking is limited, or areas at the edge of the Downtown Urban Center where available short-term parking and transit service is limited.”



Summary of Downtown Mixed Commercial Zone Designation  
DMC 85/65-85 (150)

DMC 85/65 (150)	Base Development	Maximum Development participation in incentive zoning program required
Residential	65 feet for residential uses	85 feet generally 150 feet within the provision of a mid-block corridor
Non-residential (commercial)	3 FAR for commercial uses	5 FAR Maximum for commercial uses

